By R. M. PECK.

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So much has been written of the services | all the details of the work. They are also of the soldier in the civil war, that every supposed to have a certain commanding conceivable phase of that strenuous life ability, and the knack of controlling unseems to have been theroughly delineated; ruly teamsters and getting good and prompt and the richly-merited praise that has been bestowed on those glorious "boys in blue" mules, wagons and harness in good condihas so overshadowed some less important tion. auxiliary branches of the service, that the GETTING INTO SHAPE AND THE FIRST TRIP public scarcely knows that there was such On applying to the Master of Transporan important and essential assistant to the tation at Fort Leavenworth, Kans., for a

fighting man as the "mulewhacker." It is for the purpose of giving the reader an insight into the field life of the man who wields the "blacksnake" in time of City, and hire a few teamsters, to begin who wields the "blacksnake" in time of war, that I have written the following story of my experience, observation and impressions while serving as a Wagon-amplified and draw a camp outfit; when the company of the com master and teamster. which I did.

I am one of those cranks who believe A tent and lot of mess "kits" and rations that writers of historical matter should were issued to me, and hauled by one of tell the literal truth, to the best of their knowledge and belief, and place censure or the Missouri River bottom that I had sepraise where it justly belongs. I am no lected as my camp.

On the same principle, had I shown up to the corral and go to "catching out" a only the virtues of the "mule-skinner," and train. On arriving at the mule corral I omitted his vices, I would have failed of found that a half dozen new six-mule wagmy object of portraying his real life. I have, therefore, found it necessary in this true story to record much reprehensible conduct of officers, soldiers, Wagon-masters, teamsters and others, and have shouldered

a fair share of it myself. As citizens in time of peace now, we would not think of committing such culpable deeds as then, under the usage of war. were so common as scarcely to be considered wrong.

Be it remembered, I write from the standpoint of the "Wagon Boss."—R.

THE OUTFIT.

During the civil war railroads and telegraphs, compared with the present time, were few and scattering, especially in the West. At the beginning of the war there was not a foot of railroad, that I can remember, west of the State of Missouri, and a very few short lines within that State-only one reaching as far as its western boundary line (the Hannibal & St. Joseph). Most of the Western roads were newly built, poorly equipped, and, as lines of transportation, inefficient.

The rebel bushwhackers of Missouri frequently amused themselves by burning railroad bridges, wrecking and holding up trains, robbing passengers, and, usually killing any Union soldiers or officers so captured.

Telegraphs were correspondingly scarce, and mails irregular and uncertain. These conditions compelled Uncle Sam to furnish his own transportation, to a great extent, for moving and supplying troops in the field, and also to carry his own official mails, which were usually transmitted from one point to another by special mounted messengers, called "express, riders." The rebel bushwhackers also made a specialty of lying in wait for these "express riders," to kill them and capture the official mails.

ORGANIZATION OF TRAINS.

into use vast numbers of six-mule teams, which were formed into trains of 25 teams each, commanded by a Wagon-master and assistant, and manned by 25 teamsters, one extra hand, and one cook for the Wagon-master's mess to each train. The teamsters were divided into messes of five or six was in pieces—that is, one package one package only to take the top rail, and each one would be designed only to take the top rail, and each one would be designed in the bottom is reached.

One copy of this bill of lading is forwarded by mail to the destination of the livered there for me. The harness, however divided into messes of five or six was in pieces—that is, one package whom received, and one copy is given to me. The army transportation question brought men, and did their own cooking. A less number of teams than 25 was also called a train, but 25 was the regulation full train. Two or more of these trains were sometimes combined under command of a Chief, called Brigade Wagon-master, and such a collection of trains was a brigade train.

All army transportation, whether steamers, railroads or mule teams, came under the control of the Quartermaster's Department, and all citizens in Government em-

ploy were allowed rations.

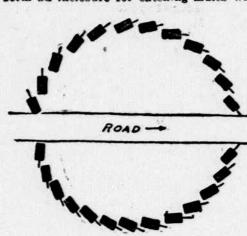
The lead team of a train—usually the best one and driven by the most skillful teamster—was allowed to the Wagonmaster to be used as his mess wagon, carrying no freight but the "Boss's" tent, mess chest, and the baggage of the Wagonmaster's mess, together with tools and material for repairing wagons and harness. The "Boss's" mess included the Wagon-

master, Assistant, lead teamster, extra hand, and cook; and, usually, any military officer chancing along, who happened to be temporarily separated from his command, sought some Wagon Boss's mess for his grub. This often swelled the mess to double its regulation number.

Hospital transportation for the sick and wounded consisted of four-mule ambulances-covered spring wagons made for that purpose. These, also, when used in numbers, were in charge of Wagon-masters.

Mule trains usually camp in "open park," that is, in double ranks, with intervals of 80 feet between ranks, and 30 feet between wagons in line, with the Boss's mess wagon in rear. This style of camping is in order to give room for picketing the mules of each team adjacent to their wagon. When the mules are sufficiently gentle they are addicted to such playful pranks as kicking resometimes turned loose and herded while in camp, but when "green" and not thoroughly "broken," herding is not safe, Mules that give evidence of having been places. The Assistant is near the rear and they are liable to stampede, and are

more commonly called, always camp in must be broken in for those places. circular corral; but mule outfits seldom both bind wheels locked, and with



BULL TRAIN CORRALLED FOR CAMP. herded. The diagram will give a clearer idea of the manner of camping each kind

are provided with bows, and double sheets or covers of canvas to protect the loads from the weather.

The left is the "near" side, and the right

to be handled from the near side. tongue of the wagon, are called "wheelers," the next "swings," and the front ones "leaders." first span of mules, or those hitched on the

The driver, or "skinner," as he is com-monly called, rides the "near wheeler," or mule, and guides the leaders by means of a "lead line" attached to the bit of the near leader, which mule is taught to turn to the left, or "haw," at a pull, and to the right, or "jee," at a jerk of the lead line. The near leader governs the off one by means of a "jockey stick," which is attached at one end of the bottom of the hames of the near leader, and at the other to the bit of the off mule. The "skinner" carries a limber "blackspake" whip is the carries a limber "blacksnake" whip, in the use of which he soon becomes quite expert, as well as very proficient in the use of

Brakes were not attached to U. S. sixmule wagons, and the driver had to de-pend, for retarding the speed going down hill, on locking one or both of his hind wheels, and the holding back of his wheelwheels, and the holding back of his wheelers. The average "skinner" seems to be happiest when guiding his team through some difficult piece of road where his skill as a driver is brought into play.

As with "skinners" so with mules. On account of the great demand they were laken whether "green" or "broke," and loon got broke into the work.

The men selected for Wagon "Bosses"

Fore usually those known to be good and specienced teamsters, and familiar with up for a trip to Ney Mexico.

The men selected familiar with up for a trip to Ney Mexico.

The men selected familiar with up for a trip to Ney Mexico.

As with "skinners" so with mules. On the hind wheels. It is not always possible to keep the harness dry in wet weather, and little or no effort is made to do so, but the collars must not be allowed to get wet, for a wet collar will "yon gall a mule's should a mule's should remain to be allowed to get wet, for a wet collar will and sometimes the whole six, at a time; and sometimes the whole six, at a time; and as they are generally reluctant to leave

As good a way to break wild mules as any is to load up and go on the road.

At this time an expedition was being itted out to go to New Mexico, and my train and a number of others were to accompany the command.

The troops and trains intended for the expedition were ordered to rendezvous at Fort Riley, Kans., preparatory to starting across the plains.

In loading the wagons I enter in a pocket memorandum book, carried for that purpose, each article of freight that is put into the wagon and hold the teamster thereof

the wagon and hold the teamster thereof responsible for the good condition and safe delivery of the same. the mules are again tied to the wagon the feed trough unslung from the hind end

Fort Leavenworth, K. T., May -, 1862. Received of tence at Fort Union, N. M.

Articles.

R. M. PECK, (Signed) Wagon-master.



contained hames, another trace chains, an-

Next day I was ordered to take my men

In this the Wagon Boss has his hands

"CATCHING OUT."

Then comes the "catching out." A herd into the one where our wagons are by

and then bridle them. The fun incident to this operation may be faintly imagined when I say that many of these mules had never had harness, or even a bridle or rope on before. When all are roped and bridled the door to the 'chute" is opened and the mules are led out, one at a time, with two or three men swinging on each rope. They are then worked up gradually to the wagons and securely tied to the wheels. After catching out six mules to each wagon in this way the Boss has them arranged according to

size, and color, the largest for wheelers, and all the mules of a team to be the same color, as near as practicable.

Then the fun of harnessing begins. Those by swinging them broadside against the wagon by means of the rope, and harnessed nolens volens. And as most of the mules

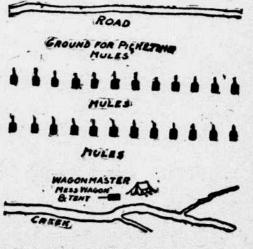
worked before are selected for wheelers and leaders, the largest at the wheel; but Ox trains, or "bull trains," as they are if no "broke" mules are found, wild ones both bind wheels locked, and with two,

After executing a variety of acrobatic of teams is soon in motion again. feats they settle down to something like work, and are then made to haul that heavy wagon around, with hind wheels trot their teams to regain their locked, till thoroughly tired. The same performance has to be gone through each day for several days before the team be-

to select from usually provide themselves with good riding stock. After the teams have been drilled for

a while the mules are led to the shoeing shop, a few at a time, and shod. As may be imagined, this is lively work, also, but as the blacksmiths are usually exthe "off" side of a team, which is supposed to be handled from the near side. The to "shoe anything that wears hair," and a mule is never let go out of the shop without a set of new shoes, even if he has to be thrown and tied, or lifted off the ground in

> AN EXPEDITION FOR NEW MEXICO. After getting my train all fitted up in good shape, but before the mules were fairly broken in, I was ordered to hitch up



After reaching Fort Riley I found that ing fences instead of army supplies. other bridles, another breeching, etc.

The first thing to do was to put the harness together.

the order for the expedition to New Mexico had been countermanded, and I was ordered to turn in my load to the Commissary officers.

Wagon-masters and teamsters generally carry a navy revolver apiece on their own to turn in my load to the Commissary officers. cer at Fort Riley and return with empty Government, as they are supposed to be full, showing the teamsters many of whom train to Fort Leavenworth, the receiving non-combatants, and in dangerous times are

turned my indorsed bill to the Commissary Then comes the "catching out." A herd officer, and again reported for duty to prepared to "look a leetle out" for himself of mules is driven into a pen which opens Levy Wilson, Master of Transportation. He gave me a couple of days to have my into the one where our wagons are by He gave me a couple of days to have my generally buying them, for a song, from means of a "chute," or narrow gang way, wagons repaired, some shoes put on my some solider who is hard up for whisky through which only one mule can pass at mules, etc., and then ordered me to load money; and in like manner most of a through which only one mule can pass at mules, etc., and then ordered me to load money; and in like manner a time. When the "chute" is full we climb up with commissaries and go to Humboldt, teamster's clothing is procured. on the fence and reaching over tie ropes in southern Kansas, near the Indian Ter-(30 feet long) around the mules' necks, ritory, where the Indian Brigade-three military command. Wagon-masters have to regiments of Cherokees, Creeks and Seminoles-had just been organized.

"STRING OUT," "ROLL OUT," AND "GO AHEAD."

When traveling, the Boss or Assistant sees that the "skinners" are called in the morning in time to feed, get breakfast, harness up and be ready to start on the road in good season, the start from camp

being made generally about sunrise. After breakfast the Wagon-master given the command, "String out!" when each teamster hitches his mules in their proper places in team, leaders first, swings next and wheelers last, and gets everything ready for moving. When all are "strung ably are "bucked" to the side of the wagon out" the Boss commands, "Roll out!" and the lead teamster drives out into the road, followed in succession by the others. On the road the Wagon-master rides seller a receipt for the amount purchased, little in advance of the head of his train,

places. The Assistant is near the rear and presented. sees that the teams are kept closed up; and in case of any accident necessitating a halt, the call is passed from rear to front, "Hold on!" the train halts, and the Boss gallops back to see what is the cause of delay and to hurry the repairs. When all is ready circular corral; but mule outfits seldom camp so expect to repel an attack, or to form an inclosure for catching mules when saddle mule and they are started.

both pind wheels located, they are to hurry the repairs. When all is ready again the word is passed to the lead team-saddle mule and they are started.

> Trotting of teams is forbidden. Team sters are not allowed to lag back and then trot their teams to regain their places, but if they unavoidably lose distance it must Before fording a stream, if the Boss comes sufficiently "broke" to enable the thinks that the mules need water, he gives driver to handle them single-handed. Those the order, "Water!" when each skinner mules that pull too freely are tied back by stops his team, dismounts, and unreins his means of "coupling straps" attached to the mules, so that they can reach the water to idebits.
>
> drink when crossing. No halt is made at When the first batch of teams is suffinoon, generally, and when a sufficient day's ciently "broke," and some more hands have drive has been made—usually 15 to 20 been hired, I go to the corral and catch out miles, according to watering places and more teams, repeating the operation until grass—the Boss rides on ahead far enough I have attained the regulation number of to select his campground by the time the 25. Every day I have all the teams hitched teams begin to arrive, and after locating his mess wagon where he desires it-con-Wagon-masters and Assistants are veniently in rear of where the train is to well fixed with Winter quarters. About up the west bank of the Run, and he was

when hay is procurable and there is grass for picketing on, the wagons are parked closer together and the mules are with hay packed under the tongue and front end of the wagon. But if no hay is to be had, the mules must be picketed out, they will gnaw the tongue, wagon box,

sheets, or anything else in reach. As soon as the teams halt in their places work is done, and they will soon be watered, fed and picketed out. The brayng of mules is one of the most familiar sounds of a military camp, and always reainds me of war-time scenes. Each teamster as he swings into line dismounts from his saddle mule, locks a

hind wheel, and goes to unhitching and unharnessing. First he gets out his ropes and halters, and lays them convenient to the front of the wagon; then unhitches his wheelers, halters and ties them back to the fore wheels, quickly strips the harness off, hanging it on the hind wheels, putting collars and bridles under the wagen. Then the swings and leaders are brought back, tied to the tongue, and each harness, as it is removed is hung one set on ton of

delivery of the same.

The whole cargo is itemized in a "Bill of Lading," made out in triplicate by the clerk of the Commissary or Quartermaster who delivers the freight to me, which bill I sign, thereby making myself responsible for the safe and prompt delivery of same for the safe and prompt delivery of same arch of the safe and prompt delivery of same arch other over their grain that it would be a support that it would be a support that it would be a support that it is a support that it is a support to see the mules kicking and fighting arch other over their grain that it would be a support to the safe and prompt delivery of same arch other over their grain that it would be a support to the safe and prompt delivery of same arch other over their grain that it would be a support to the same arch of the same ar at its destination. The bill of lading is each other over their grain, that it would be a dangerous undertaking for the "skin-ner" to go in among them at such a time, and it would be for a stranger; but they soon learn to know the one who drives and -. Captain and takes care of them, and he doesn't hesitate Assistant Commissary of Subsistence, the to walk right in between them whenever following Commissary stores, in good order occasion requires it, first speaking to them, kindness and firmness—treating them kind-ly, even petting them affectionately, when they obey well, and punishing promptly when they don't. It is an important part of a Wagon-master's duty to see that the mules are not

> years of the war, we could not afford to ously the extreme right of the enemy's discharge teamsters for neglect of duty, and had to adopt modes of punishment cross to the west side of Hatcher's Run, and had to adopt modes of punishment similar to those inflicted on soldiers. As soon as the mules are done eating their grain they are picketed out—each one to a 30-foot rope—adjacent to their wagons, care being taken to give each room enough so that they will not get tangled in one another's ropes. The skinner makes and carries in his wagon a wooden mallet with which to drive down the iron picket

> > TEAMSTERS' SUPPER.

While the mules are eating, the teamsters, in messes of five or six, are carrying up water, making fires, cooking and eating. The "kit" of each mess consists of a sheet-iron camp kettle, for boiling pur-poses; a cast-iron oven or skillet, and lid, for baking; a frying pan; coffee pot; a mess pan, to mix dough in; a tin plate and cup to each man. Some members of the mess will generally extemporize a mess chest, to carry their grub and plates and cups in, out of an empty packing box.

The Boss's mess kit is the same as the teamster's, and rations the same—soldier's rations-but his mess chest is a large, commodious affair, so constructed as to be very handy to contain all sorts of extra rations and etceteras, and at meal time is easily transformed into a camp table. The average Wagon-master is a good "forager,' and the Boss's mess is usually better supplied with what the Commissary Department and country affords than the commanding officer's table. The skinner's fuel is laid in as he travels

along the road by stealing (it is called "jayhawking" in Kansas) a fence rail here To clear my conscience I always took the

trouble to caution my teamsters that if they found it necessary to "confiscate (another soft term for stealing) a rail occasionally, to not be hoggish about it, but

carry a navy revolver apiece on their own are green—how the different parts go together. The harness is subsequently fitted to the mules by taking up or letting out to suit the different-sized animals.

The harness is subsequently fitted acknowledgment of having "received the foregoing freight in due time and good the mule whackers so much as for the U.S. property in their care. But as the protection is intended to be protected by military escorts intended to be protected by military escorts to the mule whackers so much as for the U.S. property in their care. But as the protected by military escorts intended to be protected by military escorts to the mule whackers so much as for the U.S. property in their care. On arriving at Fort Leavenworth I re- tion of the soldiers is not always a safe dependence, the skinner feels safer

> On the march, when traveling with move and camp their trains to suit the convenience of the commanding officer; but where the military is acting merely as an escort, the Wagon-master is allowed to us his discretion as to drivers, camps, etc.,

Each skinner furnishes his own blankets,

the escort conforming to his movements. When traveling in Kansas we were usu ally furnished money, by our Quartermasters, to purchase feed along the route for

the mules; this being preferable to carrying our feed. During the Fall of '62 corn, oats and hay were abundant and cheap in Kansas. I sometimes bought the grain as low as 15 cents a bushel, and 25 cents was the highest price I paid for grain that season. I could get good prairie hay delivered at my camp for \$2 a ton. When I had not the money to pay for feed I was authorized to give the

giving price of same, and the bill would be paid at the Quartermaster's office when After '62 the prices of all kinds of feed -and in fact horses, mules and all materials used in carrying on the war-ad- to find the rest of the division. After two

INDIAN SOLDIERS.

On arriving at Humboldt I found that my train had been transferred, by mail, to the Quartermaster of the Indian Brigade, my teamsters being transferred also, but as said Quartermaster already had a friend Warren ordered cessation of operations waiting to take my place. I was ordered to until he should consult with Gen. Meade, Fort Scott, about 40 miles east of Humoldt, to look for another job. After transferring my freight to the consignee, Quar-termaster of the Indian Brigade, taking his receipt for same, I was allowed to retain riding-mule and received transportation for my baggage in an empty train that was to return to Fort Scott in a few days. (To be continued.)

Long March, Hard Pighting.

EDITOR NATIONAL TRIBUNE: Gen. Her-Wagon-masters and Assistants are veniently in rear of where the train is to allowed two riding mules each, so as to be placed—proceeds to park the teams as have a change, as they have a great deal of riding to do; and having the whole team style before mentioned. (See diagram.)

Well fixed with white quarters. About desired to assist in making the connection by extending his right. Accordingly, Gen. about 4,000 men, and made a forced march Egan (then commanding Gibbon's Divimen, was in a cove six miles distant, hearing the conflict, brought his men out and even on bare ground, after giving them joined as, arriving about 4 p. m. There their grain, else, for want of "roughness," was a severe engagement that lasted till was a severe engagement that lasted till dark, and we lay on our arms. Many of the enemy were conscripts, and did not Lee had resolved to assume the offensive fight well. In the morning we found the and fall upon the force west of Hatcher's for camp—and even before—the tired and hungry mules set up a great braying, for wounded in our possession. They went to hungry mules set up a great braying, for wounded in our possession. They went to east side, presented a favorable opportutely know by the manuvers that their day's VanBuren, 50 miles. We followed and nity for a blow. The force detached to destroyed nihe boatloads of corn, captured execute this stroke consisted of the greater 1,000 men; and returned to our camp at Prairie Grove. Blunt had 800 Indians was Lee's original design to cross Hatchwho did well in the fight.—J. E. Phil.—J. E. Phil.—great Run above Burgess's Mill, and attack

Scrofula

Makes its presence known by many signs,—glandular tumors, bunches in the neck, cutaneous eruptions, inflamed eyelids, sore ears. catarrh and wasting diseases. Hood's Sarsaparilla Effects permanent cures.

ARMY OF THE POTOMAC. (Continued from first page.)

to repulse these attacks, and make the enemy pay dearly therefor. TURNING MOVEMENT AGAINST PETERS-

It was now approaching the season when, practicable roads and weather being no longer to be counted upon, active true soldierly instinct, had already done operations on a large scale must necessarily be suspended. Before settling down rapidly to attack the force in his rear. It to Winter-quarters, however, Gen. Grant determined to strike one vigorous blow for the capture of Petersburg. The plan was to find the extreme right of the enemy's linearity of the enemy's linearity of the linearity of the enemy's linearity of the setting down is probable that the Confederates did not precisely comprehend the situation, for on emerging into the open space around the Boydton plankroad they pushed rapidly intrenched line, and by turning it march upon and lay hold of the Southside Railroad, which was Lee's principal communication. The expeditionary force consisted of the major part of the three corps of the army, leaving behind from each only a sufficient force to hold the lines in front of Petersburg.

At this period the left flank of the Union line rested at a point about two miles west of the Weldon Railroad; three miles west of this point one strikes the Boydton plankroad, which runs northeast-ward into Petersburg. This road, since the loss of the Weldon Railroad, had assumed such importance to Lee that he had prolonged the right of his intrenched ine, covering that road for some distance below the point where it crosses Hatcher's master's duty to see that the mules are not neglected or abused, and when he finds a Southside Railroad, which at this point teamster who is habitually brutal to his runs parallel with the Boydton plankroad, team, or fails to take good care of them, the Boss "fires" him as soon as a man can be picked up to take his place. But on account of the scarcity of men in the latter by that of Warren, was to attack vigor-

> by a swinging movement, gain the Boydton plankroad and advance to seize the Southside Railroad. The execution of this plan was begun early on the morning of the 27th. Proceeding westward two or three miles, the Ninth and Fifth Corps, at 9 a. m., struck the right of the Confederate intrenched line, which was found to rest on the east bank of Hatcher's Run.
> The Ninth Corps, under Gen. Parke, was on the right, and Warren's Corps on the left. If Parke should carry the position, he was to follow up the enemy closely, turning towards the right. Warren was to support the attack in case of success; but if the Ninth Corps should fail to break the enemy's line, he was to cross Hatcher's Run and endeavor to turn the enemy's right, by recrossing at the first practicable point above the Boydton plankroad. It was very soon found impracticable to force the enemy's position by a direct attack, and Warren then set on foot the turning movement; but before further following events here, it is necessary to detail the operations of the de-tached column of Hancock, whose part in the plan of action has been above indi-

HANCOCK HALTED BY MEADE.

Hancock marched by the Vaughan road which runs westward a considerable distance south of the line on which Parke and Warren were acting. Having forced the crossing of Hatcher's Run, disputed by a small body of the enemy on its west bank, he advanced northwestward, by the at 10 p. m.(35) This appears to have way of Dabney's Mill, and gained the Boydton plankroad. Thence he was to proceed to the crossing at White Oak the position where the fighting ceased 15,bridge, two miles above, and after a further march of four miles strike the Southside Rattroad in rear of the enemy's extreme right. Hancock's left was covered by Gregg's Cavalry Division. The crossing of Hatcher's Run at Burgess's Mill was found to be observed by merely a small force of the enemy, and wishing to mask his march, he was proceeding to crossed the run to attack us, lest Crawdrive it across the run, when, at 1 p. m. he received orders from Gen. Meade to halt on the Boydton plankroad—an order ing Gen. Parke's direct attack.

It has been seen that, on the failure of the Ninth Corps to force the enemy's line in its front, Warren set on foot a turning movement. That officer was directed to send one of his divisions across Hatcher's Run, place its right flank on the run, and then move up its course. It was supposed this measure would serve the double purpose of supporting Hancock's right flank and turning the position in front of the rest of Warren's Corps and of the Ninth Corps. When, by a flank attack, the force in front of these corps should be forced to abandon its position, they were also to cross to the west side of Hatcher's Run. The division assigned by Warren to this duty was Crawford's, strengthened by one brigade of Ayres's. Crawford crossed Hatcher's Run at Armstrong's Mill, about noon, and proceeded up the stream in the manner indicated. It will now be understood that the order to Hancock to half on the Boydton plankroad was prompted by the desire that Crawford should move up to his support, and open the way for the forces to the same; for Hancock' position at Burgess's Mill, on the Boyd ton plankroad, isolated him by five or six miles and by Hatcher's Run from Warren and Parke, and raised fears as to hi safety. Circumstances now to be de tailed, however, prevented the junction of these forces, and finally ended prematurely an expedition from which the largest re-

sults had been hoped. BEWILDERED IN THE WOODS. Crawford's march up the west bank of Hatcher's Run proved to be one of great difficulty, the country being densely wooded and nearly impracticable. Great numbers of the men became lost-in fact whole regiments losing all idea of where or three hours of toilsome effort, he had advanced so far up the Run as to be directly on the right flank of the intrenched line opposed to the rest of the Fifth Corps and Ninth Corps. This line was, however, on the opposite side of the stream, and before crossing to assail the enemy, Gen. for the country proved to be entirely different from the representations of the imperfect map. From the position where Crawford lay on the west side of Hatch er's Run to that held by Hancock up this stream at Burgess's Mill, the distance was not above a mile; but, owing to the diffi-cult nature of the country, it was long before these respective forces found out the location of each other, and in the mean time affairs culminated by an attack of the Confederates on Hancock.

ron, of Iowa, commanded the troops at Springfield Mo, where the soldiers were at Burgess's Mill, was also informed that Springfield, Mo., where the soldiers were Crawford's Division was feeling its way of four days, and were stopped two miles sion of Hancock's Corps), deployed two south of Fayettville by the enemy. Be- of his brigades to the right of the Boydfore it was light in the morning the enemy ton plankroad, and subsequently deployed opened are on us, and our Adjutant was two regiments as far as they would reach taken prisoner. That was Prairie Grove, to the right. It was at one time reported and 4,000 of us stood off 25,000 of the that the connection with Crawford was enemy. Gen, Blunt, who, with about 3,000 made; but this report was erroneous, and made; but this report was erroneous, and it was afterwards found that Crawford was afterwards found that Crawford was full three fourths of a will three fourths of a will be crucial test for person or medicine. was full three-fourths of a mile from Hancock's right. LEE BETWEEN CRAWFORD AND HANCOCK. While these occurrences were passing,

Hancock's left flank; but as that officer had carried the bridge over the milldam before the Confederates were ready for their movement, and as Lee feared the Union force would cross and take the hights on the opposite side of the stream, the Confederate commander determined to move across Hatcher's Run at once and assail Hancock's right. Hill accordingly crossed, and, as it happened, his point of passage brought him directly in the interval between Hancock and Crawford. But of this circumstance he was not at all aware, owing to the densely-wooded character of the country. The Confederate infantry passed close to Crawford's skirmishers, and followed a path through the woods and followed a path through the woods until they were near Hancock's position, when they deployed, and about 4 p. m. suddenly fell upon Mott's Division of Hancock's Corps. Most of the troops were disposed so as to meet an attack from quite a different direction, so that

the outburst of the enemy was on their rear, and the presence of the Confederates was first announced by volleys of musketry. Pierce's Brigade of Mott's Division at this point gave way, one section of artillery was captured, and affairs appeared as critical as can well be conceived. Hancook immediately extended ceived. Hancock immediately ordered the adverse mass, but that officer, with that of his own motion, and was moving Boydton plankroad they pushed rapidly across the road, and facing southward, commenced firing.

REBELS CRUSHED.

Egan swept down upon the flanks of the

enemy with Smythe's and Willett's Brigades of his own division, and McAllisthe west side of the road, and advanced at the same time. The forward rush of Egan's men was irresistible, and the Confederates were driven from the field with the loss of two colors and nearly 1,000 prisoners. The two captured guns were retaken. The enemy made for the woods in confusion, and retired by the same route on which they had advanced. Several hundred of them strayed into Crawford's hundred of them strayed into Crawford's line, and were taken. An advance of the force under that officer at this time, must have been decisive of the action, driving the enemy into Hatcher's Run. (33) No such advance was ordered, however, as it was thought that Ayres's Division could reach Hancock more readily than Crawford, there being no known road between these two. Darkness was so near at hand when Ayres moved that he halted for the night at Armstrong's Mill, and conse-quently did not reach Hancock. (34)

Almost simultaneously with this attack the Confederate cavalry (five brigades under Hampton) assailed Hancock's left and rear, held by Gregg's Mounted Division. This force was so heavily pressed that Hancock was obliged to send Gen. Gregg all of his force that he had used in meeting the attack in front. The action was kept up here till some time after dark. Gregg was able to maintain his ground, and the Confederates gained no success. Hancock's loss in this encounter was 1,500 men, which was less than that of the enemy. The action was highly creditable eyes. I tried many doctors and many remedies and bloodshot eyes.

the position where the fighting ceased 15,the position where the fighting ceased 15, 000 infantry and Hampton's cavalry, with which they had intended to assail Hancock at daylight of the 28th.(36) Next morning the whole force returned to the lines before Petersburg.

It relieves the pain at once and applied at night before going to bed it rests and refreshes the eyes so that sight is perfect in the morning. It is a scientific remedy—the result of years of experience in the treatment of obscure diseases of the eyes and it has never failed.

33. "The Confederate Gen. Heth stated time, and of getting ammunition up in that he was greatly alarmed after he had time to have my own command effective and said that had Crawford made such an advance, his (Heth's) command must have been driven into the stream, and dispersed or captured."-Private letter from Gen. Hancock.

34. As the above narrative recounts a series of rather complicated events, I add the following from the official report of Gen. Warren: "I ordered Crawford halt his line and get in good order, and press the enemy with his skirmishers, while I went to consult with Gen. Meade, who, I supposed, was with Gen. Hancock. When near the place of the latter, I was told by Maj. Riddle that Gen. Meade had returned to Armstrong's Mill, and I proceeded to that point as rapidly as possible Soon after reaching him we learned that the enemy had come in between Hancock and Crawford, and attacked the former with great violence. The Commanding General immediately directed me to send Gen. Crawford to his support, but he assenting to my suggestion that Gen. Ayres could more readily be got there, I directed Hancock. Gen. Ayres to move at once. Darkness was so near at hand that he was halted at Armstrong's Mill. The attack on Gen. Hancock must have occurred while I was near Gen. Crawford, and yet in the woods the sound of musketry did not reach us. contemplated emergency. What would ter of news. nicating with Gen. Crawford supervened by the rebels getting in on the road by which we communicated between him and myself. The enemy became so bewildered in these woods that upwards of 200 of and were captured. Some of these men, before being taken, captured three of our

Warren: Report of Operations at Hatcher's Run. patch also authorized me to withdraw that night if I thought proper; but stated that if I could attack successfully in the morning, with the aid of Ayres's and Crawford's Divisions, the Major-General Commanding desired me to do so. Though the question of their getting to me in

Hancock's staff, on his way to Gen. Crawford, was captured by them, but

made his escape; and three officers of my

Cured Free.

Egan to change front and move to resist Any Case of Cataract, Granulated Lids, Sore, Inflamed, Bloodshot, Tired or Weak Eyes or Wild Hairs Can Be Cured Painlessly by a New Remedy.

Applied at Night to Eyes That Ache, Smart or Burn from Long Study, Reading or Work with Poor Light, It Soothes and Refreshes and Is Better Than Glasses.

Trial Treatment by Mail Prepaid Absolutely Free.

ter's Brigade of Mott's Division, while De Trobriand's Brigade and Kerwin's Brigade of dismounted cavalry formed on the west side of the road, and advanced at the same time. The forward rush of markable remedy.



Schlegel's Eye Letion.

the sight must be lost this marvelous remedy has cured positively and permanently in a few weeks and restored the eyes to perfect sight. It is an absolute and perfect cure for inflamed or weak eyes and has restored the sight to people nearly blind for years.

1,500 men, which was less than that of the enemy. The action was highly creditable to his skill and the good conduct of the troops. Aside from the praise due to Hancock for the manner in which he had met this sudden attack on his isolated position, nothing can be said in favor of the expedition as a whole. It resulted in total failure, which was partly the result of misfortune, but mainly the result of misfortune, but mainly the result of this operation furnished a fair test of what may be expected from the like dispositions.

After the repulse Hancock had given the force that assailed him, he was reluctant to leave the field that night; but as his troops had nearly exhausted their ammunition, and as there was little prospect that a fresh supply or reenforcements could reach him in time for an attack in the morning, the withdrawal was begun at 10 p. m.(35) This appears to have been a very fortunate decision, for during the night the Confederates massed at value of the confederates of the been a very fortunate decision, for dur- ment. It costs you nothing and will convince you.

It relieves the pain at once and applied

forning, was left for me to decid and I understood that, if the principal part of the fighting in the morning would be thrown upon these reenforcements, it was not desired that they should be ordered up. They would at least have been called upon to do the fighting until my own command could have replenished their ammunition, which I was quite certain would not be in time to resist attack at an early hour in the morning. Reluctant as I was to leave the field, and by so doing lose some of the fruits of my vic-tory, I felt compelled to order a withdrawal rather than risk a disaster by awaiting attack in the morning only par-tially prepared."—Hancock: Report of Operations on the Boydton Plankroad. 36. "The Confederate Gen. Heth stated to me that they remained all night in the position they held when the fighting ceased on the evening of the 27th, and during the night massed 15,000 infantry and Hampton's Cavalry, with which they intended to have advanced upon us at daylight of

the 28th."-Private Letter from Gen. (To be continued.)

Morris F. Ellsworth.

If Comrade Morris F. Ellsworth, First Lieutenant, Co. F, 95th Ill., will send his There was, besides, no road known to us address to The National Tribune, a copy leading directly to Gen. Hancock, and that of an affidavit relative to his claim for a same woods, for two or three miles, was pension rerating will be returned to him certain to prevent his arriving for any as not available for publication as a mat-

> Reunion of the 7th Mass. There was enjoyment at the 36th An-

nual Reunion of 7th Mass., held June 15, at Fall River, Mass. The old Colonel, F. them strayed into Gen. Crawford's line P. Harlow, was there, as usual, to the joy of the comrades. Lieut. Anthony Davis. ambulances a mile in the rear of Gen. after an absence of 30 years from the Crawford. Six of them captured Capt. meetings, was present. The reports Cope, of my staff; but finding themselves showed that since the preceding meeting in our lines, gave up to him, and he brought them in. Maj. Bingham, of Gen. officers were elected: President, Hiram B. Reed, Co. H; Vice-Presidents, Anthony Davis, Co. A; Robert F. Davis, Co. B; staff, in attempting to avoid the road thus Daniel D. Andrews, Co. C. John P. Stainfested by the enemy, became lost in coming from Gen. Crawford's to me, and had to stay out all night in the woods."—

Bantel D. Andrews, Co. C; John F. Staplested by the enemy, became lost in ple, Co. D; D. C. Calhoun, Co. E; Geo. H. Park, Co. F; M. Birmingham, Co. G; Francis Drake, Co. H; G. L. Jillson, Co. I; Jno. A. Leach, Co. K; Wm. A. Bowls, Band; Secretary, Wm. H. Wade, 259 Bar-35. "Between 6 and 7 p. m. I received naby St., Fall River, Mass.; Treasurer, B. a dispatch from Gen. Humphreys stating F. Cunningham; Chaplain, J. N. Simmons, that Ayres's Division of the Fifth Corps Comrades of the regiment who do not Comrades of the regiment who do not had been ordered to my support, but had know positively that their names and adhalted at Armstrong's Mill, which was dresses are in possession of the Secretary as far as it could be able to get. The dis-

"Uncle Sam."

Comrade John F. Briggs, White Rock, S. Dak., who has marched as "Uncle Sam" in several Grand Army parades, is these reenforcements were offered to me, open to an engagement by any Post that

ATTENTION, COMRADES. rade to test the almost miraculous merits of PACAL BALM, a remedy which when once tried displaces the PACAL BALM, elaborate medicine chest with its various specifics.

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